

TENNESSEE GENERAL ASSEMBLY  
FISCAL REVIEW COMMITTEE



FISCAL MEMORANDUM

SB 1128 – HB 1372

March 25, 2015

**SUMMARY OF ORIGINAL BILL:** Prohibits the use of unmanned traffic enforcement cameras by local governments to enforce or monitor traffic violations; Defines unmanned traffic enforcement camera and traffic violation for the purpose of the bill.

FISCAL IMPACT OF ORIGINAL BILL:

Decrease Local Revenue – Exceeds \$978,000

**SUMMARY OF AMENDMENT (004573):** Deletes and rewrites the bill in its entirety. Prohibits the use of cameras to issue speeding tickets, unless the driver is moving at a rate of speed 15 miles an hour or greater above the posted speed limit. Requires the yellow signal to last at least six seconds before issuing a ticket for red light violations.

FISCAL IMPACT OF BILL WITH PROPOSED AMENDMENT:

Decrease Local Revenue – Exceeds \$10,000

Assumptions for the bill as amended:

- Local governments will be able to continue their use of traffic cameras.
- Based on information provided by the Department of Transportation as well as the Tennessee Association of Police Chiefs, a traffic study assessment would not be necessary in order to implement the provisions of the bill.
- The Municipal Technical Advisory Service (MTAS) reports that traffic cameras are currently used in some jurisdictions to police speed violations.
- The amended bill is presumed to reduce the total number of camera enforced violations.
- The fiscal impact of this amended bill is dependent upon several unknown factors such as the extent of current camera-enforced speeding violations that are above the posted speed limit but below the 15 miles per hour threshold established by the amended bill, the extent of current camera-enforced red light violations involving traffic signals that provide a yellow signal for a period less than six seconds, and the extent of revenue currently generated statewide from these violations.
- Given these unknown factors, determining a precise estimate for this amended bill is difficult. However, the recurring decrease in local traffic fine revenue is reasonably estimated to exceed \$10,000 per year statewide.

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**CERTIFICATION:**

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in dark ink, reading "Jeffrey L. Spalding". The signature is written in a cursive style with a large, stylized "J" and "S".

Jeffrey L. Spalding, Executive Director

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